



Ottawa Convoy for Freedom Demonstration

Integrated Response

Date: Friday, February 18th till TBD

Time & Management Tracking: Refer to your own Police Service.

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Concept of Action Plan Approval

PLAN WRITTEN BY: Integrated Planning Cell

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APPROVED BY: (Approved electronically 2022.02.19)
A/Superintendent Rob Bernier
Incident Commander
Ottawa Police Service

APPROVED BY: (Approved electronically 2022.02.19)
Superintendent Phil Lue #03037
Integrated Planning Cell
Royal Canadian Mounted Police

APPROVED BY: (Approved electronically 2022.02.19)
Chief Superintendent Carson Pardy #8052
Integrated Planning Cell Commander
Ontario Provincial Police

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Background

On January 15th, 2022 the Federal government began requiring all truckers crossing the border from the United States into Canada to be vaccinated.

As of January 23rd, 2022 all non-Americans entering the United States at a land border must be fully vaccinated against COVID-19.

As a result, On Friday January 28th, 2022, a small convoy of vehicles including transport trucks with trailers arrived in Ottawa and took up position on Wellington Street in front of Parliament Hill.

On February 7, 2022, Justice McLean of the Ontario Superior Court of Justice granted a temporary injunction restraining any person, who has notice of the court order, from using air horns or train horns, other than those on a motor vehicle of a municipal fire department. This order applies to the downtown core in the City of Ottawa which is defined as any streets north of Highway 417 (Queensway). The injunction has been granted for a period of 10 days (i.e. until end of day February 17, 2022) and will be enforced by the Ottawa Police Service and its partners effective immediately. ¹

A state of Emergency was declared on February 6th, 2022 by Mayor Jim Watson due to the ongoing demonstration.

On the 14th February the Federal government enacted the Emergencies Act (EA) to address ongoing protests and blockades within Ottawa and other locations within Canada. The Emergencies Act, which became law in 1988, is a federal law that is used by the federal government in the event of a national emergency.

The Emergencies Act was invoked to grant temporary additional and necessary powers to the federal government when provincial, territorial and federal tools are no longer sufficient to deal effectively with the serious issues being faced. The Order and Regulations are attached as an appendix.

On the 14th February the City of Ottawa received an injunction issued by the Ontario Superior Court of Justice which outlines additional restrictions on occupiers in the City of Ottawa. ²

As a result, delivery of information, education and enforcement response was lead by the Police Liaison Teams (PLTs).

The subsequent response was based on a negotiation approach with the primary objective of voluntary dispersal from the participants who continue to protest and occupy a number of areas within the downtown core of Ottawa.

On Wednesday, February 16th, 2022, a media release provided “a further notice to Demonstrators” stating the following:

¹ Ottawa Police Service – Briefing Power Point, pg. 11

² Ottawa Trucker Demo, Returning the City to Normalcy, Phase 2- Operational Plan, pg. 1 & 2

The Ottawa Police Service wants to inform you that under provincial and federal legislation, you will face severe penalties if you do not cease further unlawful activity and remove your vehicle and/or property immediately from all unlawful protest sites.

- You may be arrested and charged with criminal offences including but not limited to mischief, and potentially charged with a variety of other non-criminal offences.*
- Your vehicle and property may be seized or removed.*
- Your driver's licence may be suspended or cancelled.*
- CVOR (Commercial Vehicle Operator's Registration) certificates may be suspended or cancelled.*
- Your personal or business bank accounts, including virtual currency, may be subject to examination and restriction.*
- If you bring a minor (a person under 18) with you to an unlawful protest site, you may be charged and fined up to \$5000 and/or potentially spend up to five years in prison.*
- Those who are delivering fuel and other supplies to those taking part in the unlawful demonstration can be charged.*
- Persons traveling to any other unlawful protest sites to participate in or support the unlawful demonstration can be charged.*
- Be aware that legislation now prohibits interference with any critical infrastructure including 400-series highways, railways, airports and international border crossings.³*

³ Open Source <https://www.ottawapolice.ca/Modules/News/index.aspx?page=2&newsId=1bc1b5ab-51e3-4860-8937-b181d4475989>

1.0 Situation

On Friday, February 18th, using an integrated response, the Ottawa Police and policing partners will keep the peace, enforce legislation, and maintain public safety for the duration of the Ottawa Truck Demonstration, with the utmost respect to the individuals Charter of Rights and Freedoms with priority on community and emergency services personnel safety and wellbeing.⁴

There are no changes to the existing “red zone” which will remain and continue to be staffed by the integrated staffing cell.

Under the Emergencies Act, the Unified Command in control of the policing has established a secured area to ensure individuals comply with the Emergency Measures Regulations and to protect designated critical infrastructures such as the Parliament, Government buildings etc.

Refer to Appendix “A” - Map of Secure Area Traffic Plan.

2.0 Mission

The mission statement remains the same.

2.1 Objectives

The integrated operational response plays an active role in:

- Maintain the integrity of the Secure Area- Traffic Plan;
- Execute the methodical clearing of participants including the search of vehicles and structures;
- Establish a perimeter by holding and securing the cleared footprint (zones);
- Continue the removal of obstructions, vehicles and paraphernalia;
- Mediation of roadways
- Rejuvenation of the area;
- Establish preventative measures; and
- Remove elements associated to the unlawful protest and return the City of Ottawa to normalcy.

⁴ Ottawa Trucker Demo, Returning the City to Normalcy, Phase 2- Operational Plan, pg. 2

3.0 Execution

3.1 Overview

A unified Command Team (UCT) has been established and shall operate out of The Royal Canadian Mounted Police (RCMP) Headquarters (HQ). The UCT consists of RCMP, Ontario Provincial Police (OPP) and Ottawa Police Service (OPS).

This guide is intended to provide direction and guidance for all Police Services supporting the response, as well as a framework for the implementation of an Incident Management System during the staffing period. The responsibility for actual deployment of assigned resources remains at the discretion of the Incident Commander. This plan has been developed as a guide only. Continuation of any staffing period beyond the conclusion time(s) identified shall remain the decision of the Incident Commander, in consultation with the Site Commander based on the current situation at that time.

This guide will be executed in conjunction with the master Operational Plan, Integrated Operational Plan, POU Operational Plan and associated plans including Traffic Plan, OPS Detention and Arrest Plan, Investigative Plan and unified Communication plan.

3.2 Deployment Plan

The Concept of Action plan approval is designed as a guide only. Responsibility for actual deployment of accumulated resources rests within the UCT. A designated Staffing Planning Cell has been developed and shall continue to maintain all staffing requests and requirements.

PLT'S continue to be utilized daily in attempt to convey our messaging which has actions by the Public Order Response as a result of the non-compliance amongst participants to the refusal to depart the secure area. PLT messaging will phased in conjunction with addition to officer presence, prior to action on should they be required by Public Order.

There are 10 blockades of concern in Ottawa which will be systematically cleared by POU Teams in conjunction with various other policing partners.

POU will be accompanied by tactical, hand off teams for arrest, mobile arrest and processing team, traffic enforcement resources and tow operations. The volume of resources will be dictated by intelligence provided prior to actions being taken.

Uniform Officers have been assigned to ensure public safety is maintained during the execution of this plan.

Members must remain vigilant and cognizant of their surroundings in order to ensure the safety of the public in keeping with the objectives and mission statement of the overall deployment related to this event.

3.3 Blockades Locations

The following blockades have been identified by POU Unified Command:

1. **Nicolas St**, (Waller St to the north, Laurier Ave to the south)
2. **Rideau St and Sussex Dr Area** (Rideau St between Nicholas St and Mackenzie Ave) (Colonel By Dr/Sussex Dr between Daly and George St)
3. **Wellington St and paralleling Sparks St & Queens St**, (Elgin St to the east, Bay Street to the west)
4. **Metcalf St** (Queen St to the north, Nepean St to the south)
5. **O'Connor St** (Queen St to the north, Albert St to the south) & Albert St between Bank St and O'Connor St
 - i. **6.Bank St** (Queen St to the north, Albert St to the south) & Albert St between Bank St and Kent St
6. **Kent St** (Queen St to the North, Albert St to the south) & Albert St between Kent St and Lyon St
7. **Lyon St** (Queen St to the north, Nepean St to the south)
8. **Bay St and Sparks St Area** (Bay St between Wellington St and Sparks St) (Sparks St west of Bay St curbing into Bronson Ave south to Albert St)
9. **SJAM** (Sir John A Macdonald Parkway)
10. **RCGT Park** (Raymond Chabot Grant Thornton Park at 302 Coventry Rd)- *unconfirmed at time of report.*

The order of the above is subject to change

3.4 Secure Area - Traffic Plan

3.4.1 Secure Area

- i. The Secure Area consists of four (4) Zones:
 - a. Zone 1: Bronson Avenue and to the west;
 - b. Zone 2: All bordered Laurier to the north, Percy Street to the west, Somerset Street to the south and QEW to the east;
 - c. Zone 3: Bordered by Gladstone Avenue to the north, Percy Street to the west, 417 to the south and Colonel By Drive to the east; and
 - d. Zone 4: Bordered by everything east of the canal excluding Colonel By Drive at Pretoria Bridge.

3.4.2 Emergency Routes & Access to Parliament Hill

- i. An emergency route will remain in the southern most curb lane of Wellington between Elgin and Lyon for east/west access;
- ii. Emergency access would be Elgin Street to Queen where access is also clear east/west to Lyon;
- iii. Secondary Emergency Route is east bound from SJAM to Wellington where access is available Supreme Court/Parliament Hill;

- iv. PPS and Parliamentary access can be made via Lyon at Sparks to Wellington, Sparks to Kent to go North or Portage Bridge e/b to Wellington; and
- v. Alternative is North on Bank Street from Queen through to the Bank Street extension which is controlled by PPS.

3.4.3 Tow Trucks and removal Plan

- i. Dedicated heavy tow vehicles, transportation, custody and control plans for the removal and storage of any seized vehicles; and
- ii. Refer to stand alone Concept of Operations- Towing

3.5 Investigative

3.5.1 Levels of Authority/Decision Making & Approval

- i. Levels of Authority – Refer to Appendix “B”- Summary of Provincial and Federal Emergency Authorities; and
- ii. Decision Making Tree – Refer to Appendix “C”- Decision Making Tree in relation to a Sleeper

3.5.2 Investigative Plan⁵

- i. An Investigative Branch Director will oversee all supports that are related to criminal investigation in relation to this event;
- ii. The following OPS assets will be deployed as part of the
 - PLT’S
 - Evidence Gathering Team (EGT)
 - Evidence Continuity and Transport (ECT)
 - Regular Uniform Support Team
 - CBRNE

3.5.3 Single & Multiple Arrests

- i. Each time a person is arrested, a case number must be generated by contacting OPS communications over the air or at 613-236-1222 x7500; and
- ii. Refer to stand alone Operational Plan – Arrest and Detention Plan for further information.

3.5.4 Vehicle Mitigation Strategy

- i. Jersey barriers have been placed at several strategic locations within the identified secure area.

⁵ Freedom Convoy 2022 Operational Plan Arrest and Detention Plan, pg. 19

3.6 External Agencies

3.6.1 Paramedic Services

- i. Ottawa Paramedics Services are imbedded as part of the National Capital Region Command Centre (NCRCC) and continue to monitor as required.

3.6.2 Ottawa Fire Department

- i. Ottawa Fire Department are imbedded as part of the NCRCC and continue to monitor as required.

3.6.3 Ministry of Transportation (MTO)

- i. Any resources, signage & coordination required for installation of barriers at the 417 ramp shall be coordinate through the OPP;
- ii. The main contact during the event will be Sean Gargaro – MTO Regional Manager sean.gargaro@ontario.ca

3.6.4 Children Aid Society (CAS) – Care of Children

- i. Members of CAS have been notified of this event and shall respond as required.

3.6.5 City of Ottawa- Fencing & Barricades

- i. City partners will deploy and provide fencing and or barricades to assist with the perimeter; and
- ii. Any request shall be made by the primary contact Mr. Bruno Lepage at REDACTED.

3.6.6 City of Ottawa- Unclaimed items and debris

- i. Items classified as hazardous materials including propane tanks and other combustibles that are not required for evidentiary purposes must be removed from the sites; and
- ii. OPS EOC representatives will liaise with the City of Ottawa for its removal.

3.6.7 City of Ottawa – Social Services

- i. Members of Social Services have been notified of this event and shall respond as required.

3.6.8 Bylaw Services – Animal Control

- i. Members of Bylaw Services have been notified of this event and shall respond as required.

3.6.9 City Public Works – Road Department

- i. Members of City Public Works have been notified of this event and shall respond as required.

3.6.10 Chaudiere Falls Bridge and Portage Bridge

- i. Gatineau City Police & RCMP will be monitoring access across the bridges into Ontario; and
- ii. Portage Bridge will remain closed to members of the public with restricted access to emergency workers, Parliamentary Protective Service (PPS) and Members of Parliament.

3.6.11 Alexandria Bridge

- i. Alexandria Bridge will remain open between 6:00hrs and 10:00hrs on Friday allowing workers and their vehicles to access via Murray to the market area; and
- ii. It will be closed Saturday & Sunday.

4.0 Administration

4.1.1 Professionalism

- i. Members are reminded that all interactions with the public must be professional;
- ii. Personal or political opinions relating to the protest shall not be expressed;
- iii. Members shall remain properly attired at all times and ensure that their name tags are properly affixed to their outermost garment, as prescribed in Service Governance.

4.1.2 Civilian Oversight- Federal

Major Police Incident – members shall be investigated by the Invited Agency

NOTE: Current Operation: Several members have been sworn in as Ottawa Special Constables

Civilian Oversight: The Civilian Review and Complaints Commission for the RCMP (CRCC)

- i. The Civilian Review and Complaints Commission (CRCC) has the authorities to conduct reviews and investigations; and
- ii. The CRCC authorities includes the ability to conduct specific activity reviews, to summon and compel witnesses during investigations or hearings to provide oral and documentary evidence, and to have greater access to RCMP information.

Internal Conduct: Enhancing Royal Canadian Mounted Police Accountability Act (Accountability Act) Conduct

- i. Under the RCMP Act, the majority of conduct matters will be dealt with through a meeting process to provide the member with an opportunity to be heard while also giving managers and employees greater flexibility when dealing with conduct issues;

- ii. Conduct hearings are only initiated in cases where dismissal is being sought and a conduct board has broader authority to manage proceedings.

USE OF FORCE:

- i. **All member use of force investigations will be done under the RCMP Act and if required by an external agency.**

4.1.3 Civilian Oversight- Provincial

Special Investigative Unit:

- i. The operational plan should identify the notification and structure in relation to the activation of a legislated oversight body. Being mindful that the Special Investigative Unit has specific jurisdiction over all municipal, regional and provincial police officers;
- ii. The Unit's investigative jurisdiction is limited to those incidents involving officials where there is a serious injury, death, allegation of sexual assault or discharge of a firearm by an official at a person; and
- iii. A person sustains a serious injury if the injury in question is likely to interfere with the person's health or comfort and is not transient or trifling in nature. A serious injury includes:
 - an injury that results in admission to a hospital;
 - a fracture to the skull, or to a limb, rib or vertebra;
 - burns to a significant proportion of a person's body;
 - the loss of any portion of a person's body; or
 - a loss of vision or hearing

Office of the Independent Police Review Director (OIPRD)

- i. Notification and structure should be identified in relation to complaints that do not fall within the mandate of the SIU. Direction should be established and referrals to the appropriate police service needs to be identified in relation to real time complaints and post event complaints; and
- ii. OIPRD complaints are identified within the following caveats lack of service, policy, or improper conduct by an official (e.g. allegations of racial profiling, harassment, corruption, or use of force without serious injury).

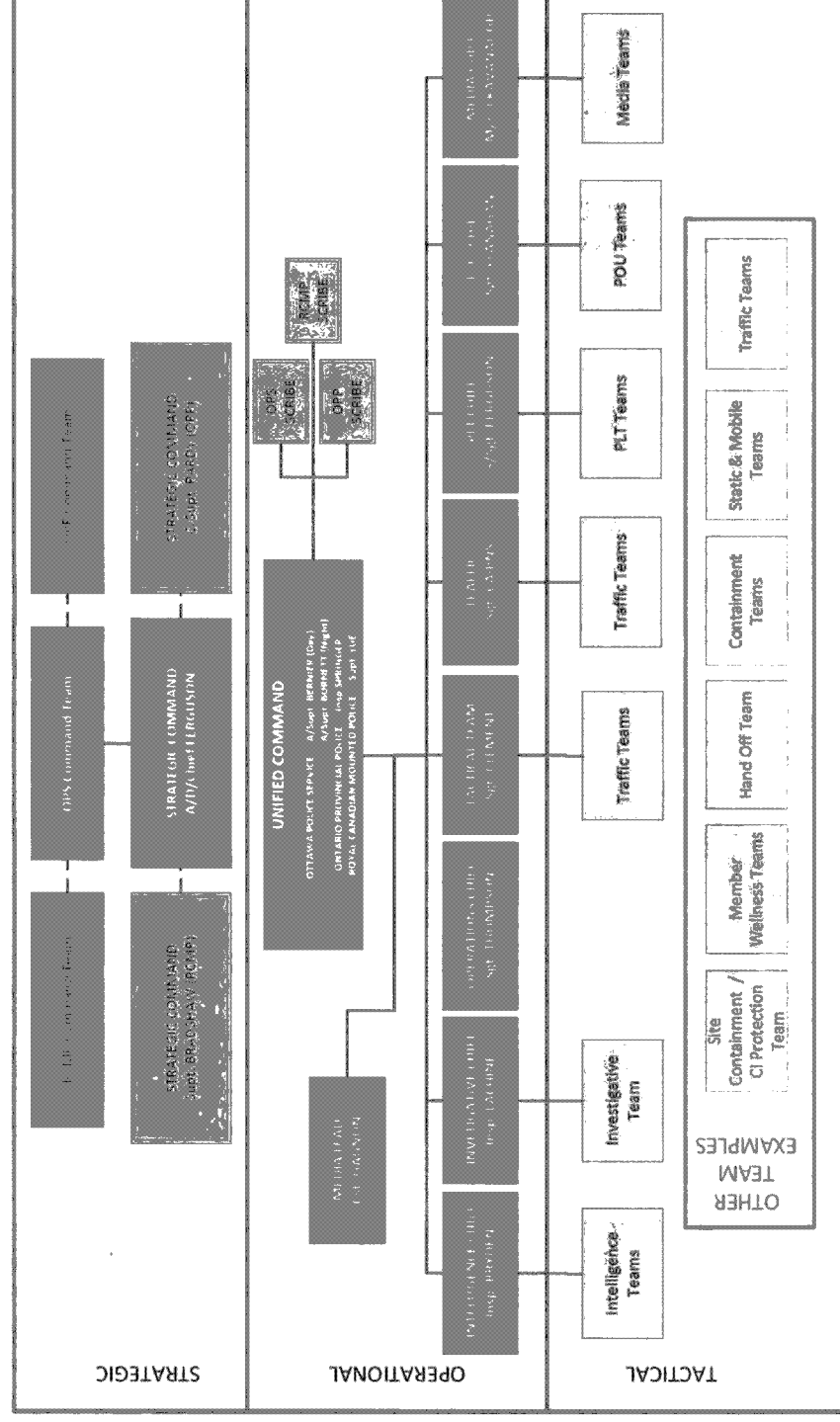
4.1.4 Personal Protective Equipment (PPE)

- i. When interacting with a member of the members shall wear full PPE, if six feet of physical distancing may not be possible, unless extenuating circumstances dictate otherwise. Members must be able to articulate the circumstances that prevented the use of PPE; and
- ii. Members from specialized units shall adhere to established unit specific policies regarding use of PPE.

5.0 Command, Control & Communication

5.1 Command & Control Structure

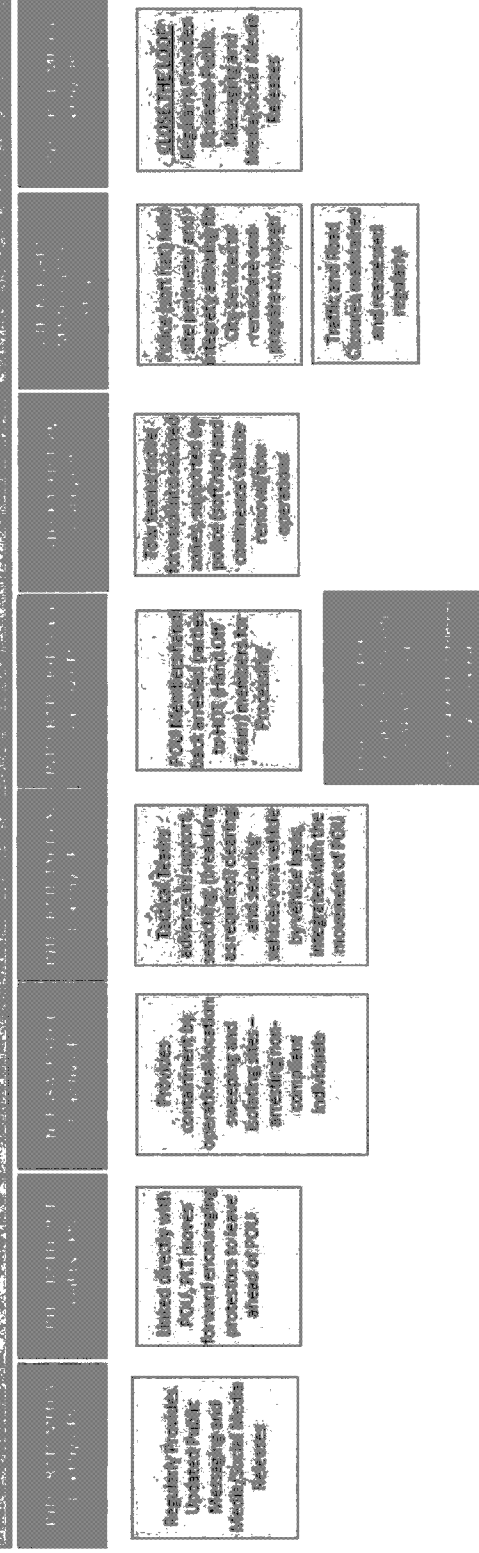
2022 OTTAWA PROTEST COMMAND & CONTROL

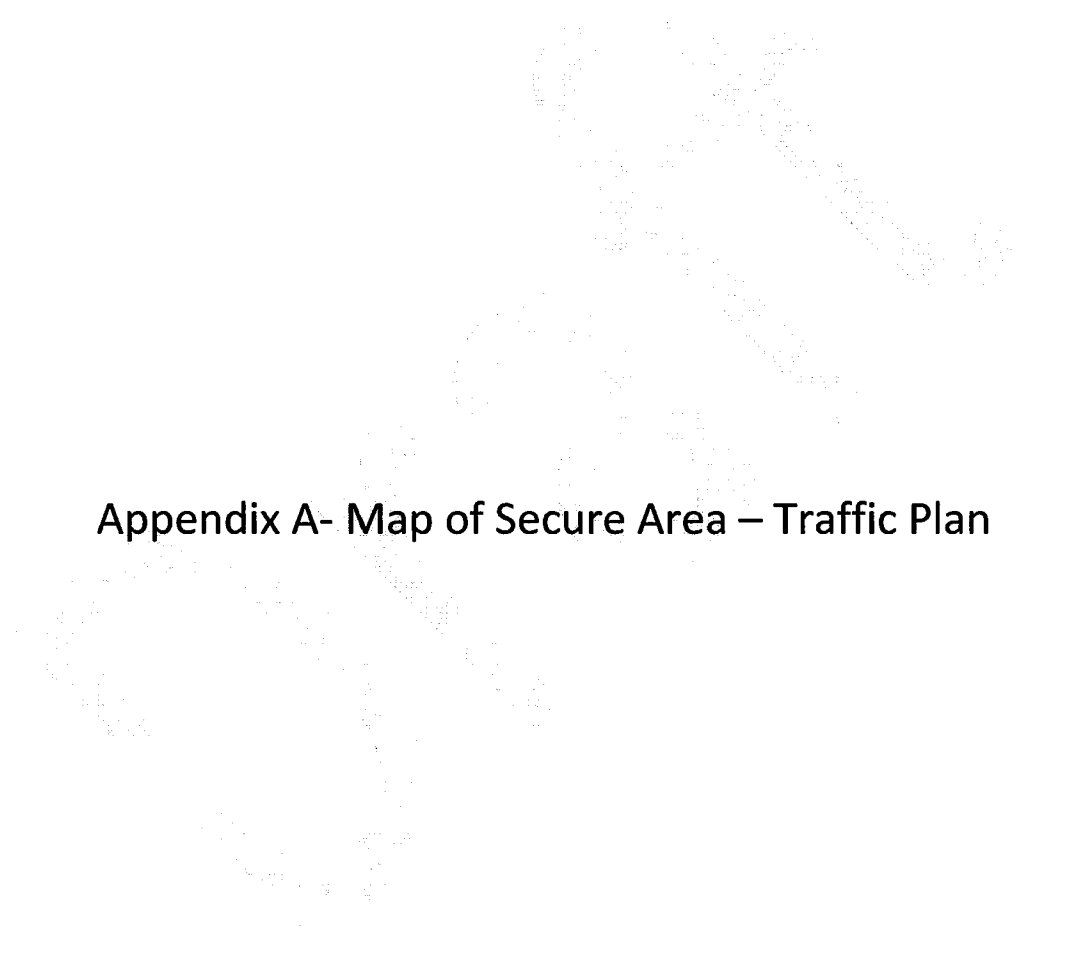


OPERATIONAL

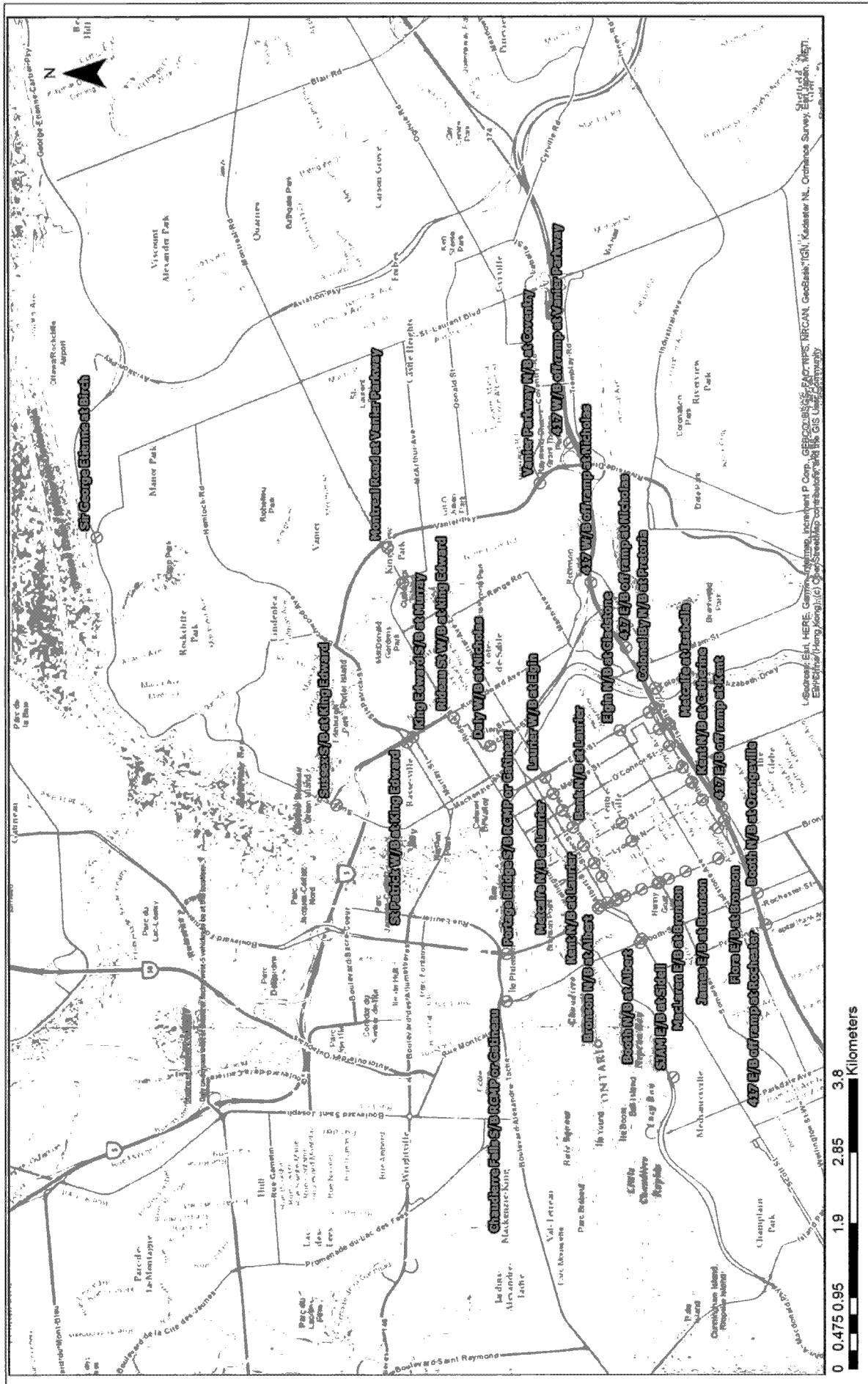


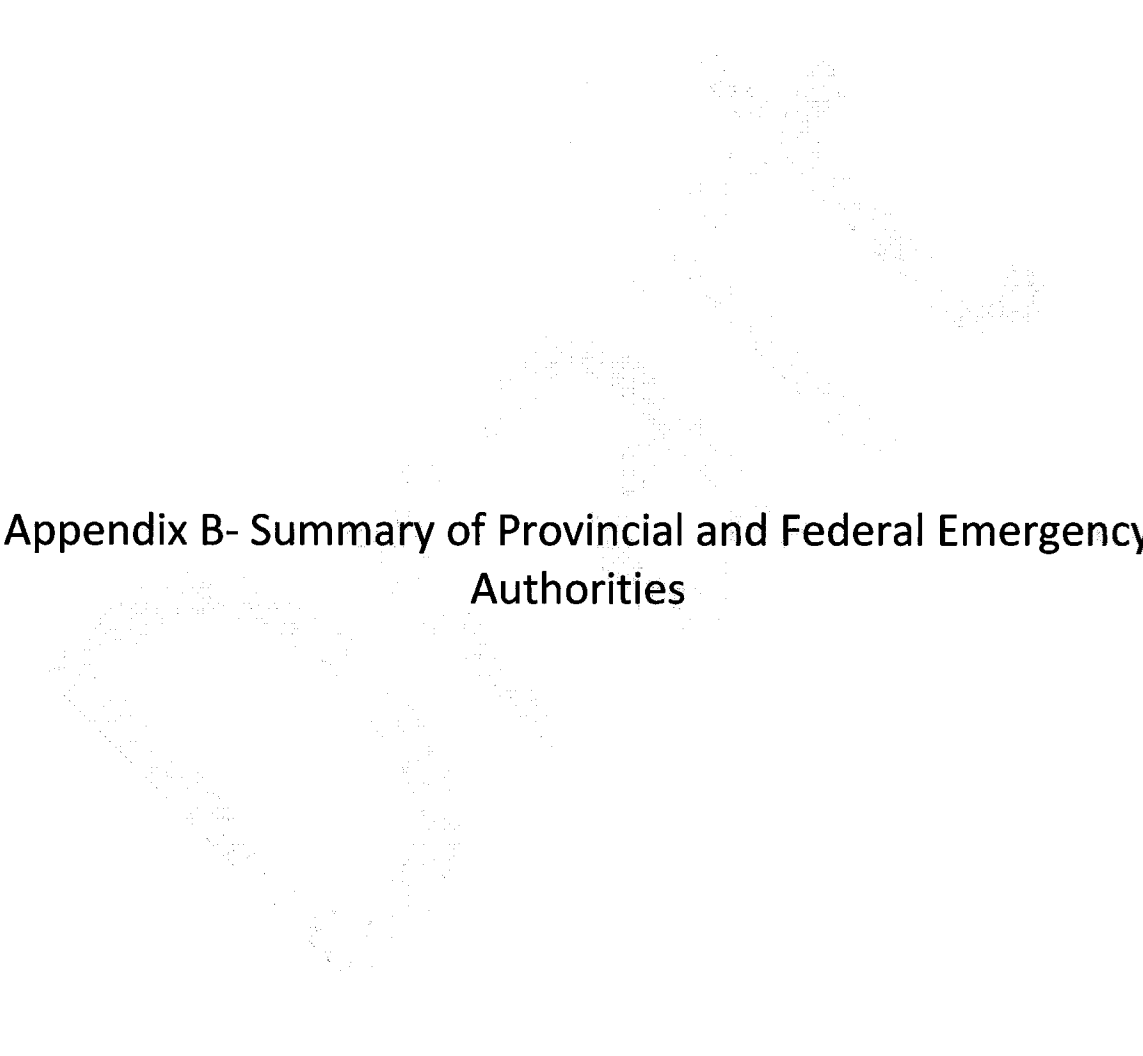
TACTICAL





Appendix A- Map of Secure Area – Traffic Plan





Appendix B- Summary of Provincial and Federal Emergency Authorities



Summary of Provincial and Federal Emergency Authorities

OTTAWA POLICE SERVICE
SERVICE DE POLICE D'OTTAWA
A Division of the Government of Canada
Un service de la justice de la sécurité administrative

Provincial Regulations <i>Critical Infrastructure and Highways Regulation (O. Reg. 71/22) under the Emergencies Management and Civil Protection Act</i>		Federal Regulations <i>Emergency Measures Regulations under Emergencies Act</i>	
Summary of the Order		Summary of the Order	
No one shall: • impede entrance, exit, or ordinary use of critical infrastructure • directly or indirectly impede entrance, exit, or ordinary use of critical infrastructure • Assist anyone engaged in these activities, including supplying fuel or other materials • Impede entrance, exit, or ordinary use of any highway, walkway or bridge to: ◦ prevent delivery of essential goods or services ◦ severely disrupt economic activity ◦ cause a serious interference with safety, health, or well-being of public		No one shall: • participate in a public assembly ("breach-of-peace assembly") that may reasonably be expected to lead to a breach of the peace, such as: ◦ the serious disruption of the movement of persons or goods ◦ serious interference with trade ◦ interference with the functioning of critical infrastructure ◦ threats or acts of serious violence against persons or property • cause a minor (under 18) to participate in a breach-of-peace assembly • cause a minor to travel to or within 500 metres of an area where a breach-of-peace assembly is taking place • enter Canada as a foreign national with the intent to participate in or facilitate a breach-of-peace assembly • travel to or within an area where a breach-of-peace assembly is taking place	
Individuals shall: • Comply promptly with a given order.		Individuals shall: • Render essential goods and services for the removal, towing and storage of any vehicle, equipment, structure or other object that is part of a blockade as requested by: ◦ the Minister of Public Safety and Emergency Preparedness ◦ the Commissioner of the RCMP or a person acting on their behalf	
Definitions Critical infrastructure includes: 400-series highways; airports; hospitals; infrastructure facilities for the supply of water, gas, sanitation and telecommunications; bridges; locations where COVID-19 vaccines are administered; ports; power generation and transmission facilities; railways.		Definitions Critical infrastructure includes: airports, heliports, harbours, ports, railway stations, railways, tramway lines, bus stations, bus depots, truck depots; infrastructure for the supply of utilities such as water, gas, sanitation and telecommunications; international and interprovincial bridges and crossings; power generation and transmission facilities; hospitals and locations where COVID-19 vaccines are administered; trade corridors and international border crossings, including ports of entry, ferry	

Summary of Provincial and Federal Emergency Authorities



terminals, customs offices, bonded warehouses, and sufferance warehouses.	
Exemptions - The Order does not impact impediments that are trivial, transient, minor in nature or one that can be easily avoided. - The exemption applies to highways, but not critical infrastructure.	Exemptions The regulation does not pertain to: - individuals who reside, work or are moving through an assembly area for reasons other than to participate in or facilitate the assembly; - individuals who are acting with the permission of a peace officer or the Minister of Public Safety and Emergency Preparedness; - a peace officer; or - an employee or agent of the government of Canada or a province who is acting in the execution of their duties.
Enforcement Orders Police officers with reasonable grounds may: - order the individual to cease - order a group of individuals (more than one) to disperse - order removal of any object (including a vehicle) put in place at any time - remove the object if the individual does not comply. Following removal of a motor vehicle in contravention with the Order, officers will submit an Emergencies Order Form, after which the Registrar or Deputy Registrar of the Ministry of Transportation may cancel or suspend: - Commercial Vehicle Operator's Registration (CVOR) certificates; - Drivers Licences (DL) (whether Ontario licences or out of province licences); and - Commercial and Passenger Vehicle plates. Object Removal - Objects (including vehicles) removed may be detained and stored for the duration of the Order. - Costs and charges associated with removal and storage become a debt due and/or a lien. - Any person reasonably qualified to assist in removal, detention or storage is authorized to perform such activities if requested by an officer.	Enforcement Orders Police officers may: - Take the necessary measures to ensure compliance with these regulations. - Take the necessary measures to ensure compliance with any provincial or municipal laws. - Allow for the prosecution for failure to comply.

Summary of Provincial and Federal Emergency Authorities

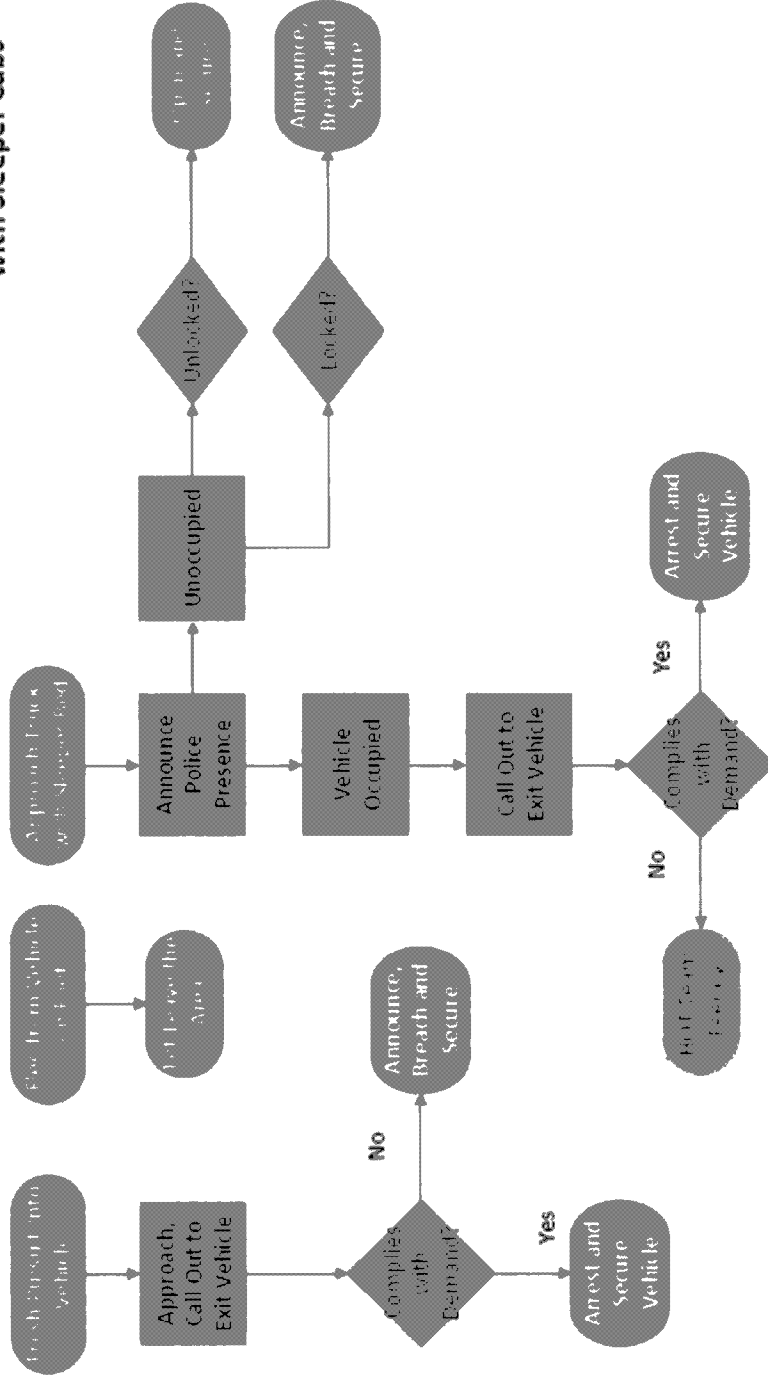
Officers must make reasonable efforts to notify the owner of removal and storage.	
Penalties for failure to comply Officers can: • issue a ticket for a set fine amount ◦ Fail to comply (individual): \$750 ◦ Fail to comply (corporation): \$1,000 • Obstruct any person exercising a power in accordance with the order: \$1,000 • Obstruct any person performing a duty in accordance with the order: \$1,000 • serve a summons under Part I of the <i>Provincial Offences Act</i> (POA) • lay information under Part III of the POA ◦ Maximum penalties upon court conviction: \$100,000 and one year imprisonment	Penalties for failure to comply For offences under the act, individuals can face: On summary of conviction: • a fine not exceeding five hundred dollars • imprisonment not exceeding six months • both a fine and imprisonment On indictment: • a fine not exceeding five thousand dollars • imprisonment not exceeding five years • both a fine and imprisonment
Authorities not provided • The regulation and act do not create powers of arrest.	Authorities not provided • The regulation and act do not create powers of arrest. • Police officers have the authority to act to prevent breaches of the injunction or the commission of offences. They have the authority to regulate traffic and prevent vehicular access to downtown Ottawa for those purposes. ◦ Police officers can rely upon their common law authorities for this purpose or can rely on Section 10 (1) of the Regulation.

The emergency-related federal and provincial acts, orders and regulations do not create powers of arrest. Officers must consider the totality of the circumstances to determine if an authority to arrest exists under other the *Criminal Code* or another act. Others to consider:

- Mischief - *Criminal Code* Section 430(1)
- Obstructing Police – *Criminal Code* Section 139 (1).
- Identification on Failure to Surrender Licence – *Highway Traffic Act* 33(3)
- Breach of a Court Order – *Criminal Code* Section 127
- Intimidation by blocking or obstructing a highway – *Criminal Code* Section 423 (1) (g)

Appendix C- Decision Making Tree- Trucks with Sleeper Cabs

Decision Tree – Trucks with Sleeper Cabs



*Vehicle keys from arrested parties to be kept onsite, separate from arrested parties and turned over to the Tow Team

Officers to use their discretion based on safety concerns including obstacles and animals when deciding which course of action to take

[illegible]